

MOTOR RACING

and
ECONOMY CAR NEWS

5th Year — No. 9 Culver City, Calif.

(Published bi-weekly except last issue of calendar year)

March 4-11, 1960

25c

In the News

Minimum \$5000 will be up in a USAC formula libre race slated for Continental Divide Raceway, near Denver, June 26.

Lloyd Ruby, Houston, sports car driver who passed his Indy driver's test last August, is one of four rookies driving in the May 30 Indianapolis 500 classic.

The British Empire Motor Club's big 8th Intl. Canadian Winter rally was won by D. A. Hamblly and W. F. Davidson in a Riley 4/68 with an 11-point error for 32 checkpoints. (More details in next issue of MOTORACING)

Don Royer has resigned as director of competition for the \$10,000 plus American Intl. Rally Nov. 6-11. He does not have the time from work to devote to the event. Also, an oil company tied in with the event last fall has pulled out because of interference with its Economy Run.

Lindley Bothwell and Lujie Lesovsky have been added to the Western Road Racing Division Committee of USAC. Others on the group include Alan Guiberson, Chairman; Truman Vencill and Bob Estes.

Piero Taruffi has been approached to manage the Ferrari team, but he has not signed. Centro Sud feels fairly certain the Italian will continue with them as driving school instructor.

Pete Coltrin reports Ferrari soon may be testing a car built specifically for the Monaco GP at Monte Carlo. He doesn't believe there will be a rear-engined Ferrari (as reported in some quarters) this year, if at all.

Last year's Natl. SCCA rally champions, Joe and Celia Bechtel, are now part owners of a Renault and Peugeot agency in Walnut

(Continued on Page 1)



GINO MUNARON, of Italy, driving a Maserati, here leads the popular little Frenchman, Maurice Trintignant, eventual winner of the 217km. City of Buenos Aires Grand Prix-formula libre race

at Cordoba, Argentina, last Feb. 14. "Trint" averaged 76.1mph in a Cooper-Climax. Dan Gurney was second in a BRM, and Munaron was third. (United Press Intl. Photo)

\$40,000 Mexico City Race Set April 24

Ban High-Speed Rallying

PARIS, March 1 — Effective today, drivers on rallies are barred from exceeding an average speed of 31mph unless the road is closed to normal traffic and fully guarded where danger to the public exists.

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Quote of the Fortnight

"... While the Sebring circuit is observing its 10th anniversary as this country's premier international racing course, the sponsoring (name of an oil company) is celebrating its golden anniversary." — Don O'Reilly, Sebring press agent.

CHAMBERLAIN WINNER!

Mexico Pro Race Lures U.S. Pilots

By MANUEL OTUMBA
MOTORACING Staff Writer
MEXICO CITY, March 6—Nearly two dozen sports cars from the US today appeared as entrants in a \$40,000 race to be held Sunday, April 24, over a 3.1-mi. course through the new Satellite housing development some 12 miles from this capital city.

This was learned today from Al Papp of Los Angeles, who is here representing the Calif. Sports Car Club, which is said to be tying in with the Mexican club RODA in the promotion. Papp is acting as US coordinator.

The money behind the promotion comes from Luis Aguilar Jr., one of the developers of the planned community, and assertedly Lic. Miguel Aleman, former President of Mexico.

Money in Bank

It is said the money will be placed in a U.S. bank and will be paid immediately after the race. From the \$40,000, travel expenses in the amount of \$500 will be paid each U.S. driver, Papp said.

Market owner Ray Crawford, El Monte, Calif., well-known here since his Mexican road race days, will have business interests in Satellite and is assisting in the race. He is currently in Acapulco.

Those who have told Papp they are interested in traveling south to race include the following:

Drivers Listed

Dr. Leon Becker, 2-liter Ferrari; Pete Lovely; Ed Purvis, 4.1 Ferrari driven by Skip Hudson; Chuck Cornett, 2.0 Ferrari; a 7.1 Chukkar Buick Spl. from Fresno radio station KARM; Dr. Alex Budurin, 3.0 Ferrari; Tracy Bird, 3.0 Ferrari-Maserati; Max Balchowsky, Old Yeller 11 Buick Spl.; Jack McAfee, Porsche RSK; Bob Oker, a 1500cc special; Perry Peron, a Formula Junior; Jim Parkinson, D Jaguar or



JAY CHAMBERLAIN, veteran Burbank pilot, who was surprise victor in LA SCCA big-bore feature at Pomona March 6. He drove 1500cc doc Lotus. Here, Actress Tania Velia helps Jay into his lucky hard hat. Jay is US distributor for Lotus. (Photo by John Appledore)

Lotus Mk15 Scores at Pomona

POMONA, Calif., March 6 — It was a big day here for a little 1500cc doc Lotus which was in the role of giant-killer as it won the LA SCCA sports car feature before some 10,000 paid fans at LA County Fairgrounds.

Driver was veteran Jay Chamberlain, of Burbank, Calif., and the win came as a terrific boost for Lotus, since he is U.S. distributor for the car.

It was the second time he had raced the car, the previous start having been recently at Palm Springs.

Chamberlain averaged 83.4mph for the 20-lapper. Next came Dr. Alex Budurin, Ferrari; Mike Roetnor, Ferrari; D.D. Michelmore, Porsche RS; Chuck Parsons, Lotus-Ferrari.

Chamberlain's victory was made easy when the two favorites, Bob Drake, in the 2.8 birdcage Maserati, and Max Balchowsky, in the big Old Yeller 11 Buick Spl., were forced out with mechanical woes.

Max lost the lead on the fifth lap, and then three whirled later Drake went out. Chamberlain moved in front on lap 14, when he passed Budurin.

Balchowsky was the winner of yesterday's feature.

Other winners today: Tony Settember, Corvette; Art Snyder, Elva Form. Jr.; Bill Dixon, Valiant; Art Snyder, Lotus; Pete Kunkle, AC Bristol; Walter Davis, Porsche 1600 S; Paul Cunningham, AH Sprite; Betty Shutes, Porsche RS.

(Detailed story, charts and photos in next issue of MOTORACING.)



STIRLING MOSS

Moss 1st in Maser

Special to MOTORACING

HAVANA, Feb. 28—Stirling Moss of England finally kept a car together—and won a race here in this strife-torn city.

He scored in what is currently the hottest sports car racer of the season—the 2.8 birdcage Maserati. He averaged nearly 80mph and led from start to finish in the 155-mi. race that culminated Havana Speed Week.

More than a minute behind in second place was young Pedro Rodriguez, 20, the Mexico City sensation in a 3-liter Ferrari.

Then came 3. Maston Gregory, Porsche RSK; 4. Huschke von Hanstein, Porsche; 5. Colin Davis, Cooper-Maserati; 6. Maurice Trintignant, Maserati 300; 7. Jim Jeffords, Corvette; 8. Anton von Dorey,

(Continued on Page 5)



AL PAPP

Porsche, Ferrari Pull Out

BULLETIN

Announcement was made at presstime that Porsche will not enter a factory team at the 12-hr. Sebring championship sports car enduro March 26.

Huschke von Hanstein, Porsche racing director, said FIA changed rules, allowing organizers to permit use of only a certain brand of gas. Porsche wanted to race with a fuel it had been committed to use.

Also startling was the report that earlier in the week Enzo Ferrari announced in Italy that he was pulling his Ferrari factory team from the Sebring race for the same reason.

This has been a terrific blow to a race that is losing more favor every day because of its location.

Formula Junior; Jay Chamberlain, 1500 Lotus; Jack Nethercutt, 3.0 or 4.1 Ferrari; Ak Miller, Devin Olds; Mike Roetnor, 3.0 Ferrari; Ron Ellico, F2 Cooper 1500; Bob Drake, 2.8 Maserati; Dean Mears, 5.7 Maserati or 5.5 Lister Costin; Dick Morgensen, 3.0 Ferrari; and entries from Frank Arciero and Jerry McAfee.

Hit SCCA Classes

Editor's Note — As expected, there has been violent opposition to the new SCCA national production car classes which were published for the first time in the last issue of MOTORACING. The following is from John Brophy, former So. Calif. Sports car TV commentator and driver, and now prominent in the Salt Lake sports car racing scene:

February 27, 1960

Mr. Wayne Huifaker, R. E. Utah Region SCCA
P. O. Box 791
Salt Lake City, Utah
Dear Wayne,

I have just had the opportunity to read the new SCCA production (Continued on Page 2)

Vignettes

By Gus V. Vignolle

- POOR FLACKING
- SURGE OF SCCA
- CARVETH WRITES

AFTER SOME 30 years in the Toy Dept. (sports), your humble and obedient servant must admit that the absolute worst in public relations, publicity, advertising and such is to be found in this dodge.

It is so insufferably lousy that 90 per cent of the handouts (publicity releases) have to be rewritten; otherwise readers who are hep to sports cars and the various types of formula racing, plus economy cars, would just laugh us (Continued on Page 3)

Corvettes at Sebring

SEBRING, Fla., March 4—With lifting of the former three-liter limit, big-engine American cars will compete at Sebring in the 12-hour sports car endurance race March 26. There will be six engine displacement classes for grand touring cars.

Briggs Cunningham is entering a pair of 1960 Corvettes.

Drivers have not been announced. One driver may be Zora Arkus-Duntov, ex-European road racer and now Chevrolet development engineer.

Duntov, the man behind the highly-touted Corvette super sports project three years ago, has been doing considerable test driving in recent months, here and at Daytona (Continued on Page 4)

IN THE NEWS

(Continued from Cover Page)
Creek, Calif. They were formerly from Manhattan Beach, Calif.

A research program to reduce injuries in highway passenger car accidents has been initiated in 10 No. Carolina counties by Cornell University.

Police and health officials will provide the university's automotive crash injury research staff with reports on every automobile accident in these counties in the next six months in which there have been injuries and car damage.

Aim of the program, an outgrowth of previous safety research at Cornell, is to obtain data for changes in engineering designs to lessen passenger injury and car damage.

Sports Cars Illustrated, New York, showed a 57.3 percent increase in advertising lineage for the first three months of 1960, reports Arne Gittleman advertising director.

The March issue is up 62.4% in ad lineage over the same issue last year.

HELP NEEDED

Even sports car drivers are needed to deliver Red Cross campaign supplies and materials to residential chairmen and apartment dwellings. Please contact Mrs. Grace Conroy, HO 5-1257, or drop by the Hollywood office of Red Cross, 6361 Hollywood Blvd.

Big Pro Rally On As Slated

Contrary to some rumors, the second annual American Intl. Rally, a professional event due to carry more than \$10,000 in prize money, will be staged as planned, Nov. 6-11.

As previously announced, Duane Sparks, MOTORACING's rally columnist, will be rally-master and director, of competition. Further info: VI 9-5597.

LETTERS to the EDITOR

(Continued from Page 1)

reclassification based on potential and I would like to lodge an official protest as violently and vehemently as possible and still remain a gentleman.

Naturally I protest from a personal standpoint of a GT Carrera driver, but I know that owners of other marques, Morgan and Sprite particularly, feel as I do.

1. The Pacific Coast Championship board, along with San Francisco SCCA and Cal Club (who is the originator) have been running on a performance potential system for over two years, with which you are familiar and under which we conducted our '59 Salt Lake races. As Race Chairman and as the most experienced competition driver in this region I feel qualified in stating that this system was fair, it provided good racing, the drivers never complained and everyone was reasonably happy. Obviously National did not see fit to consider a tried, proved and accepted system used by its own regions.

2. As a senior licensed SCCA competition driver I can also state that we were never contacted or questioned by National or anyone else as to our views or ideas on the matter. After all, we are the ones who should be polled.

3. After having observed, officiated or participated in over 75 road races since 1953 I can also flatly state that the new classes are the most ridiculous, unfair and unrealistic system since Okrasa VW's ran against RSK's. A study of race charts will reveal (1) a well driven Bristol or Healey 100-S will leave a GT tied to the stump every time. Lew Spencer and Jack Breskovich have proved this every time. Yet a GT is now one class above these two cars. Wow. Both well-driven Mercedes and Ferrari GT have placed consistently in the money with the hottest Corvettes, yet GT is expected to compete fairly with these cars. Dean Mears and Bill Sturges are proof of this. Both Jaguar 3.8 and Porsche Super 90 have to this date been unavailable & therefore unraced so no one knows their potential but already they are neatly classified as if they had been racing for a whole season! That's real crystal balling and not the thing for a supposedly logical contest board to do.

No matter what system we devise or is devised elsewhere, it undoubtedly will have some flaws in it as does perhaps the PCC, Cal Club system currently in use, but at least this has been proved to be the least unsatisfactory to all concerned and until something more equitable such as a price/power/weight formula can be achieved let's leave well enough alone.

I, for one will not race under this system. I do not advocate the San Francisco approach of just bolting from National rules either. I'll live by the rules but is there a chance of getting this system reviewed and changed to adhere to the majority wishes of the drivers?

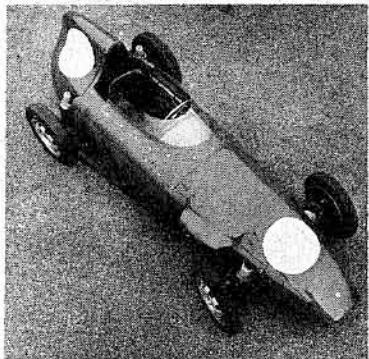
If nothing can be done, I and others in similar boats can (1) quit racing (2) sell the production car and go modified where there is little trouble (3) take off your air cleaners and run F Modified. After spending a bunch to prepare for this season I'm not about to sell the car at the price necessary to make it move. Number (3) is my choice. I'll have just as much fun getting lapped by K's in main events as I will by Mercedes and Ferrari in short production races. No chance for trophies either way but more racing and more fun in F Modified.

Yours for common sense,
JOHN P. BROPHY
2377 FOOTHILL CIRCLE
SALT LAKE CITY, UTAH
cc: Tracy Bird
Gus Vignolle

ANOTHER FORMULA JR.

We have taken the liberty of enclosing a photograph and brochure on our Volpini Formula Junior which you may desire to show in a forthcoming issue of MOTORACING.

We have contacted several deal-



VOLPINI FORMULA JUNIOR

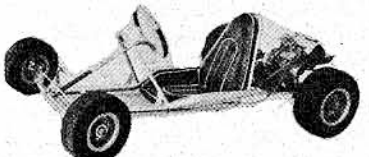
ers in California, and they are most enthusiastic in their replies. There is no doubt in our mind that this automobile will achieve a widespread popularity in this country.

MARTIN B. BIENER
Vice President
Biener Pontiac, Inc.
Great Neck, N.Y.

VOLKSCART TO MEXICO

As you can see by the brochure I've sent you in this letter, I'm going to Mexico once again... only this time it's well planned. Every part on the two carts I plan to take down to Acapulco, except the frame and linkages, have been supplied by the manufacturers. The TV show I SEARCH FOR ADVENTURE is interested in running a show consisting of our pictures I plan to have taken (16mm).

My brother and I leave from Nogales on March 27. It should take only about seven or eight



'LOS COCHES CARTS'

days to make the trip. This trip consists of 1785 miles along the Western Highway. It should be quite an interesting adventure.

I want as much advance publicity through your bi-weekly newspaper as is possible. I would like very much to get this thing started in good fashion; perhaps a full-page spread with interesting pictures and a short article pertaining to the "endurance run". I think your readers would really get a bang out of it.

WM. GLEN DAVIS 1ST.
Burbank, Calif.

EDITOR'S NOTE—This is the Wm. Glen Davis 1st. who plucked the Silver Lady radiator ornament from John Beazley's Rolls Royce at the Palm Springs races several years ago.

(Continued on Page 7)

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People.... IN RACING & RALLYING

Auto Works, 17454 Chatsworth, Granada Hills, Calif., has been appointed a Citroen dealer. Dwayne Feuerhelm is owner of the shop... Walt W. Brown, formerly regional manager in So. Calif. for Pacific Finance Corp., has been appointed director, factory and dealer relations. It will be Brown's job to contact automobile factory headquarters and zone offices and factory and dealer associations... Jack H. Sheetz is the newly-appointed VW dealer in Coachella Valley and Palm Springs area. His firm, Indio Imports, is located in Indio and will serve the entire desert area... Evans Industries is no longer handling the sales end of Devin's fiberglass bodies, it is reported.

FRAN HERNANDEZ — This veteran driver, builder and equipper of race cars has been named head of the newly-formed racing division of the Electric Autolite Company. The company will be served by Bill Stroppe and Associates, special automotive programmers, Long Beach, Calif. Stroppe is a three-time winner of the Mexican road race

CULTURE NOTE

"Culture does not perpetuate itself automatically."—M. Otumba

True Economy Car Proof Coming Soon

By MARGUERITE COOK
MOTORACING Staff Writer

Just how economical the new compacts are will be much clearer after the annual Economy Run, sponsored yearly by a major American oil company. This year, when the run gets underway at the Los Angeles Coliseum April 2, the field will include a roster of 10 American-made economy cars, or compacts.

Some 50 cars are expected to compete in the 2,000-mile event to be concluded in downtown Minneapolis April 6. Purpose of the run is to demonstrate the gasoline mileage potential of American stock cars as driven by the average motorist.

Economy car entrants include two Falcons, Corvairs, Valiants, Larks and Ramblers.

Small imports in the under \$2,000 price class will continue to appeal to at least a million or two of the 50 million automobile users.

This is the conclusion of "Consumer Bulletin," which in its February issue rates and reports on seven of these makes. In a good analysis of the subject, the magazine states that, as compared with lower-priced American models, you can expect to pay less for license fees, federal and state taxes and insurance.

Out-of-pocket expenses for gasoline and oil and the rate of tread wear of tires are estimated as lower for these imports. The Volkswagen, especially, depreciates in value slower than do the allegedly lower-priced American cars. The big question mark comes in major repairs. These can run into money for the imports if you do not happen to live near a well-stocked dealer.

The purchaser of a light imported car, such as the Fiat or Renault is warned not to expect phenomenal mileage if he habitually carries a heavy passenger load, goes up too many hills, does too much around-the-town driving, or insists upon automatic transmission.

Triumph Ride Poor

It warns that in general imported cars do not have as good riding qualities as American cars. Of the eight cars included in the study, only the Hillman and Simca were judged to give satisfactory riding qualities on bumpy, winding roads; the Volkswagen and Volvo gave "stiff or bouncy" rides at higher speeds. The rides afforded by the Morris and Triumph, especially the

Triumph, were less satisfactory at all speeds.

Prospective purchasers were warned that the quality and cost of service available are the most important considerations involved in the purchase of an imported car and warned that "many dealers in foreign cars have little interest in a customer beyond consummation of a sale." (Editor's Note—Dealers of Detroit cars are worse!)

The magazine gave an "A. Recommended" rating to the Hillman Minx, Simca Aronde, Volkswagen, Volvo P 544; but stated that the other cars tested, the Fiat 600, the Morris Minor 1000, and the Triumph sedan would be "less desirable purchases overall." These were given a "B. Intermediate" rating.

At this point it is only fair to report that a Reuters dispatch from Melbourne, Australia, tells of the first breakdown of a 1907 Peugeot Italiano Coupe. A small pin in the carburetor snapped when its owner, A. W. Dix, 75, entered the car in an ancient car rally.

In its own little economy run, a fleet of Ford Falcon station wagons, has started out on a special cross-country rally to prove that under normal driving conditions these new Falcon models give the best gas mileage of any station wagon built in America. The new Falcon station wagon is to be introduced by dealers March 10.

Ford's "Design for Suburban Living" show is now at South Bay Center, Redondo Beach, until March 11 and will play at Lakewood Center near Long Beach, March 17-25. This touring exhibit features not only the Ford, Mercury and Lincoln, but also the Falcon and the Comet. It also demonstrates the "Levacar," a car that slides along air above rail surfaces.

John Green, president of the Renault distributorship bearing his name has reported sales of 20,454 Renaults in 1959 in California, Arizona, Nevada and Utah. The Dauphine model accounted for most of the sales — 82 percent over 1958.

Another sign of the times: The L. A. City Traffic Department has been ordered to think about painting special parking spaces for the growing army of small autos. Said the councilman who requested the study, "the little ones" take up only a portion of the regular parking space.

A group of So. Calif. auto men are planning to produce a sports car in Australia. The car will have an English Austin motor, and the body has been designed by the man who designed the monorail at Disneyland.

The distribution group is headed by Spencer T. Honig, one-time L. A. area Rambler and Buick. The Russians are planning to "invent" the Volkswagen! Accord—(Continued on Page 5)

FORMULA

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Vignettes

BY GUS V. VIGNOLLE
PUBLICITY IN THIS
DODGE IS HORRIBLE

(Continued from Page 1)

right off the landscape. Honest . . . it's that horrible. Even many of the clowns on the metropolitan Snapper-Wrappers and suburban sheets do not know the difference between a sports car racer and a Formula 1 car. But the press agent mountebanks are easily the worst offenders.

Probably the all-time low was set by the Miami agency that cranked out the handouts for the recent Havana Speed Week: It was criminal. No use enumerating the laughable boners, for space is too valuable.

The stuff out of Sebring also is horrendous, which is in keeping



ROD CARVETH, right, with John Wyer, Aston Martin exec, in Honolulu. (Photo by Fenwick Wolds)

with that miserable layout that is a base insult to American sports car and FI racing.

PITIFUL HANDOUTS

Here it is a few weeks before the 12-hr. enduro, and you should see the pitiful releases . . . historical data . . . laudatory guff on the promoter . . . everything EXCEPT NEWS!

Locally, the only handouts that make sense are from the Cal Club—and that didn't start until recently, when they switched flacks.

A nifty little gem is at hand from the flack doing the tub-thumping for that newspaper promotion at Riverside April 2-3. He says in the opening graf that it's a sports car race.

Then he says Jack Brabham, the '59 FORMULA 1 world's champion, has signed to race, and that his Cooper, "the same car he drove in his fabulous 1959 season, will be flown here for the 200-mile. . . blah-blah-blah . . ."

So Brabham, in a Formula 1 Cooper-Climax, is going to be racing against sports cars at Riverside! ! ! ! !

Then, too, there was the wire story out of Buenos Aires on the 1000 k.m. sports car race, won recently by Hill and Allison. Both AP and UPI said they averaged 150.780 mph; in the same breath they told how Gurney set a lap record of 104.50 mph.

SNAPPER-WRAPPERS

But every single local Snapper-Wrapper—and even some RACE SHEETS!—carried it verbatim . . .

Also, there is an eastern flackery that shoots out stuff on "Mister Moran" and the Automobile Competition Committee for the US (FIA). On Feb. 23 we received a 700-word handout. It told of the 1960 regulations, and one was described as "the most dramatic change. . . Most of the poop sent out was pretty well known some 30 or 45 days earlier.

Oh yes, this flackery also told you that Brabham had won the world's title (this was definite on Dec. 12, but we get the big news Feb. 23. And you should have seen some of the No. Calif. (Laguna Seca) handouts.

I just wonder if all these clowns are getting paid for this; if they are, the hapless client should know he's getting nothing but a bum deal from start to finish!

But why work yourself up to another coronary.

LA SCCA SURGE

And things must be in a sorry state indeed—when an outfit such as LA SCCA holds the whip hand

here. The once-powerful Cal Club is now playing segundo violin. Its membership has dwindled. Seriously, not too long ago it was on the verge of an el foldo; the club, however has been making a comeback.

If this condition continues and CSCC cannot pull itself up enough (personally, I think D.D. Michelmore can do it), it has no alternative but to try and form a bloc with USAC and go the complete pro route.

This would break SCCA's back, although I'll go along with anyone who says USAC also is no bargain any way you look at it. Its public relations are absolutely atrocious. Actually, USAC has no pubrel!

With the national surge of SCCA, which is now flexing its muscles after years of weakling, milquetoast sub-zero leadership, the Cal Club will have it tough unless it can form an alliance . . . and who can it turn to except USAC? Perhaps it wants to go solo, which would be too tough, in our humble opinion.

Along these lines, we were talking with one of the better-known drivers around here. He's thinking of quitting racing because all the fun is out of the sport.

He lamented: "Why you should have heard the verbal beef between the owners of the cars driven by Drake and Krause at Willow Springs. Man, they were smoking!"

"Everybody's fighting—the clubs, car owners, drivers cheating and protesting. There's no more fun in this deal. Personally, I think the goddam pros have ruined the sport. They're all hungry for that buck—the outright buck or expenses, or whatever you want to call it. The fun of participating just isn't there any more. Aw, hell! . . ."

How do some of you other drivers feel about this?

THOUGHTS WHILE STROLLING

—After his return from racing in Argentina, Richie Ginther pulled the pin at Ferrari here. He wasn't interested in handling the service end of it. Earl Collicutt is now in charge . . . And Lew Spencer, who made such a name for Rene Pellandini and Worldwide as a Morgan and AC winner, has left that spot. . . Proof that the Cal Club is getting hep: reinstatement of photog Marv Reichler, who was notified by Prexy D. D. Michelmore. . . Rumor has it Cesare Perdisa will return to racing with a Maserati. He quit in '57. This would be a boon to Italy, now sorely lacking in driving talent. . . Tony Parravano made one trip too many back from Mexico, but he told me he's glad. Treasury agents nailed the former owner of scores of Ferraris and Maseratis for income tax evasion. Tony said first they set bail at \$500,000, later reduced it to \$100,000, but he didn't get sprung until he talked 'em down to \$25,000. "I came back of my own free will and I'm really going to fight them," Tony said. . . Henry N. Manney III, our far-flung correspondent, his wife and tots head for Paris May 2. They'll never live in Switzerland. . . and neither will a lot of other people we know. . . Eduardo Dibos, the top driver from Lima, Peru, who did so well with a '58 Ford in two races at Daytona, was a visitor last week. Believe he raced at San Diego a few years back. . . Don't miss John Brophy's letter on the SCCA production car classes. . . It starts on Page 1. . .

Rod Carveth, the handsome Woodside, Calif., sportsman, is not getting out of racing—he's reducing his big stable to finance his new RAM Formula Junior cars. Fifteen are now being built. Rod reports Aston Martin offered its three team DBR1 sports cars, with numerous spares, for 25,000 pounds sterling, FOB England—about \$30,000 a car stateside! . . . And either or both DBR2 cars for 15 grand.

Harry Burdgy of Vacaville will

Champion of World Races at Riverside

Jack Brabham of Australia, 1959 Formula 1 world's racing champion, has signed to compete in the second annual International race for sports cars at Riverside Raceway April 2-3. He probably will race a 2-liter Cooper Monaco—not the Cooper-Climax. (A Formula 1 car) as reported by the race's tub-thumper.

Stirling Moss has told MOTO-RACING he plans to compete.

Defending Champion Ken Miles is entered in a Porsche RSK.

Prize money for the race will be \$20,000—added. First overall could bring \$6000, up from \$45000 for 1959. The 200-miler is sponsored by the LA Examiner and Herald-Express. CSCC amateur races are set for April 2.

have a junior race as soon as he can locate 20 cars, offering them 40% of the gate. The SF Examiner has arranged a good expense and winning pot for the upcoming pro go at Laguna Seca, including \$1000 for 1st for juniors.

The Planning Commission chairman, who was dead set against the race course at San Carlos being built, happens to be one of the owners of the Cotati race course. There is still a chance San Carlos will be built—and now there appears to be adequate \$\$.

What a dream location—only 20 miles from San Francisco.

Rod had some interesting observations on his racing in Australia and New Zealand, but these will have to wait until a future issue.

Growth of the Northwest SCCA, which is really on the ball, has been fantastic. They had 161 members and guests at a recent meet. The region's Newsletter is excellent. . .

Ron Ferreira, the ace Oakland racing photog, and pretty Darlene Anderson were married in Piedmont and currently are honeymooning in Mexico City and Acapulco.

His many friends (!) will want to know that Bill Love, the ex-driver who left the LA region in a hurry, can now be reached at 114 No. Mill St., Santa Paula, Calif. . . Personal to J. Norwood: hope the MOTORACING info suffices. You buying? . . .

LAZY KIDS

"America is producing less concert grand pianists today than at any other time in history. The damn kids just will not practice." — Al Morrand

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JACK McAFFEE, ace Porsche pilot and one of the best-liked drivers on the Coast, has opened a complete new Volkswagen and Porsche agency at 1108 Hollywood Way, Burbank, Calif. A press preview and open house were held last week. He has sales, service and parts.

New National Deal Planned By SCCA

The LA region of SCCA last week was told that West Coast drivers will have an opportunity to win a national championship during the 1961 race season.

SCCA structure will be divided into five areas, with each area to sponsor an as yet undetermined number of races. At the end of 1961 season, area champions compete in a race to determine national champions. (This previously was published in MOTORACING.)

The local also was told rules remain the same, with this exception: "If an amateur (SCCA) driver competes outside the US in a pro race, he will not be permitted to accept money and remain an amateur."

Pros will be allowed to race in SCCA events for trophies and, like the amateurs, may accept reasonable travel and expense money. Pro drivers, however, will not be eligible to compete for Pacific Coast or national points.

Four safety helmets have now been approved—Bell, Toptex, Cromwell Silvertone and Compton Grand Prix.

BANANA SLICER

New use for old tool: a pastry blender slices bananas quickly and evenly.

Johnny Lail

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MORGAN CLUB MEET

"Rally Tips," an informal lecture by Henry Smith of the Rallymasters Club, is scheduled for the Morgan Club meet, March 14 at 623 So. Webster Ave., L.A., 8 p.m. Trophies for the February "L.S.M./F.T." rally will be available. The CLASSIC CAR CLIMB, sponsored by the Morgan Plus Four Club, Singer Owners Club and TC Motoring Guild, is set for the last week in March at Willow Springs.

BETTER VISION

Clear vision from the driver's seat in a 1960 U. S. passenger car is 15 per cent greater than in models built 10 years ago.—Automobile Manufacturers Assn.

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Safety In Motoracing

By DICK TODD

EDITOR'S NOTE—around road race courses Dick Todd's job is called *Technical Inspector*. He calls it *SAFETY Inspector*. His chief and only interest is in safety for the driver and the car. No one on an inspection crew has the tools or equipment to be a technical inspector in the true sense. That must be left up to experts in a well-equipped garage. The inspection crews have certain ground rules laid down for them which they must follow for each club, but within those rules, Todd's interest is always in safety for the driver in his car. In the next few issues of *MOTORACING* he will talk about various aspects of safety. Dick hopes they will explain many of the things which seem unreasonable to the drivers. Todd makes sense when he says: "Safety is damn cheap insurance!"

Each car, before a race, goes through a technical inspection line. The car is inspected either in town or at the course before it is allowed on the course by a crew of two or three men. I prefer two men crews. Each club has a general technical inspection form. Certain parts of each vehicle are inspected such as general appearance, suspension, shocks, hubs, steering assembly, wheels, etc., with much concentration on the driver's compartment.

There are such things as seat belt, roll bar, windscreen, helmet, goggles or "visor" and flame resistant clothing. In this issue, I will concentrate on seat belts and helmets.

There are two types of seat belts — friction type for ordinary street driving and aircraft. If the friction type belt is used, it should be used in the shortest length possible, the excess of the belt cut off and stitched either by a shoemaker or by hand. This belt is two inches wide, which is very uncomfortable and tends to cut. I prefer aircraft type seat belts, metal to metal contact, three inches wide — when in use, as tight as possible, making you a part of the automobile. The passenger seat should be tied down with two-inch belt, so in case of a roll-over, you have something to slip your arm through. I have also thought that a grab bar in front of the passenger seat would be a good idea.

Fastening Belts

There are many ways of fastening a seat belt, either eye bolts, angle or even gussets to the roll bar. I also prefer aircraft type bolts with aircraft nuts. A lot of eye bolts are fastened with large flat washers underneath the chassis or part of the body assembly, which seems safe enough. But when it is just as easy to put a piece of 1/8 by at least four-inch flat steel underneath, thus fastening both ends of the belt to the same member, why not do it?

Eyebolts should be aircraft type which are one piece, or, if open, should be arc-welded closed, nut top and bottom, preferably double nut below. The belt should be securely fastened to frame, cross member, or suitably reinforced mounting by not less than 5/16 minimum diameter bolts in such a manner that all fittings are in a direct line with the direction of pull.

A seat belt is a mandatory item to make you a part of the vehicle

that you are driving. It is not supposed to be worn loosely. The rule I have always followed is to snap your belt, tighten is as tight as possible, unfasten the belt and tighten it just a wee bit more.

Good Helmets

Helmets are another mandatory item. There are several good makes — Anderson, Bell, Herbert Johnson, McHal, Shock-Shell, Top Tex, etc. One club accepts only Snell-approved helmets, but the other club approves almost any type of protective head gear. When a driver buys a helmet, he buys it for his own protection and also has in mind what he looks like in it, as well as his comfort. Almost all helmets are made by the same process, some have nonresilient liners, some sponge rubber, some cork.

The type of headgear is also checked at this technical inspection. It is checked for cracks, the leather in the straps, the buckles and the snaps. I personally believe a new helmet should be bought whenever it is hit, or at least sent to the factory to be checked. I also recommend a helmet be bought which is made for the specific purpose of racing. I don't think a man planning to enter competition racing should go to a war surplus store to get an aircraft helmet. This type may be fine for driving on the streets but it is not adequate for racing. It is made for an entirely different type of impact.

If you plan to race with both clubs, buy the helmet approved by each, if you can buy two, one for each club.

Sebring

(Continued from Page 1)

Beach.

The world championship enduro runs from 10 a.m. to 10 p.m.

Speed records for the highly-criticized 5.2 mile Sebring course: Formula junior—Dec. 11, 1959, Stanguellini, Walt Hansgen, 66mi., 45m43s, 86.6mph. Fastest lap—Stanguellini, Fritz D'Orey, 1mi29.6s, 88.5 mph.

12 hours sports cars—March 22, 1958, Ferrari Phil Hill and, Peter Collins, 200 laps, 1040 mi., 86.666 mph. Fastest lap—March 22, 1958, Aston-Martin, Stirling Moss, lap 31, 3m20s, 93.6mph.

Formula 1—Dec. 12, 1959, Cooper-Climax, Bruce McLaren, 42 laps, 218.4mi, 2h12m35.7s, 98.83mph. Fastest lap—Dec. 12, 1959, Cooper-Climax, Maurice Trintignant, 3m05s, 101.13mph.

RENAULT BOOSTS PRODUCTION 19% TO RECORD HIGH

Renault, the world's sixth largest automotive manufacturer and France's biggest industrial organization, produced a record 515,119 vehicles in 1959, an increase of 19.6 per cent over the 1958 production of 430,736 vehicles, the company's previous peak.

Renault's passenger car production: Dauphines, 395,827; 4CV's, 53,951; Fregates, and Domaines (European models), 7461; Florides and Caravelles, 3858.

During the final quarter of 1959 the daily output increased to a new high of 2370 vehicles. In 1959 Renault exported 285,494 vehicles, or 57 per cent of its production. Of this total, 118,051 Renaults were manufactured for the U.S. market.

POOR OLD JAY

"The sad part about Jay is that he almost makes sense."—Overheard at garage run by OSSIE and REG.



PITTSVILLE

BY MARIE DIXON

Willow Springs, Calif. — Feb. 13-14
It was a cold, cold day Sat. and most of us sun-loving people were bundled from head to toe.

Dick Elms wasn't aware of the weather or anything else when he flipped his MGA at turn 9 in practice. Dick wasn't hurt but the "A" is a mess, with one side pretty well flattened out and many wrinkles elsewhere.

In race 1, lap 1, Paul Cunningham dropped from the race when he broke an axle and hub on his Sprite at turn 9. He made up for it Sun. by winning his first checkered flag.

Bob Goodloe retired his Sprite from the same race with no oil pressure. He remained a spectator the rest of the week-end.

A broken plate on Harry Morrow's Cooper Norton put him out of the 2nd race. He tried to find a piece of aluminum in time for Sun. but was unsuccessful.

A misunderstood signal brought John Vicario into the pits. When he discovered his error it was too late to return his DB to the course.

In race 6, A. Edinger retired the ex-Bondurant Corv. on the 2nd lap when he lost a rod and Geo. Duncan DNF'd when his Jag developed heating problems.

In the same race, Frank Saraga pulled his Jag off the course on turn 4 when it made a loud noise and quit running. He got out and watched 'til the end of the race, then returned to his car to make the pits. While getting into the car he noticed unusual things in the cockpit and discovered his pressure plate had exploded, missing his right foot by a half inch.

In race 7 there was a lot of extracurricular activity. A judge on turn 5 called in a May-Day on Art Snyder when his Lotus went over the bank. He was desperately trying to see where Art was and if he was OK, when he noticed the car re-enter the course at the bottom of the hill without losing a position. After picking up his chin, he returned to his station. Art went on to finish 3rd in C1. G. and later discovered a small hole in the pan.

The action then switched to Ken Miles drifting a Lotus Elite through turn 9 when he lost a rear wheel, throwing him into a spectacular spin. The car was going around so fast it looked like a play-toy on a spindle. He went around 5 or 6 times, losing the other rear wheel on the last spin.

On the next lap, with Miles across the track picking up his tires, Jim Parkinson came bombing around and rolled his Fiat-Abarth 3 times. He got out, unassisted, and suffered no injuries. If it hadn't been for the roll bar that car would have looked like a pancake.

On Sunday, with lovely weather and a surprisingly large audience, the Amer. Federation of Motorcyclists took over

for the first race of the day, race 10, and put on a thrilling performance. Twenty-five cycles started, with only 5 DNF's.

Dan Parkinson NDF'd in race 11 when the spark plug lead came off on his Fiat-Abarth. Four Sprites kept Dan company in the pits. Dennis McCosh ran out of water. Ed Cutler was black-flagged for hanging a wheel over the edge of the course on turn 2. Jim Thompson blew and Art Atencio discovered he had no oil pressure but not before he knocked out the main bearing.

Warren Wardell broke a gas line on the last lap in his A-H during race 12. He had wheels but it was man-power that got him across for the checkered.

In the Prod. main, Bob Windhorst pitted with a flat rear tire. He returned to the course on the 6th lap, only to come in again on the 9th lap with a broken spindle on his right front wheel. The only thing holding his wheel on was his spot brakes.

Bob Bondurant was leading the race for Prod. B & C when he lost a tread. This left only 5 cars in the race but all eyes were on the track. The race for 1st place was between Dave McDonald and Buford Lane, in Corvettes, who were both driving over their heads.

They were off the course and then on again numerous times and at one point, going through turn 2, both lost control and went behind the turn marshal and judge, 30 ft. infield, before they regained the course. Where was the black-flag????

Bob Drake was leading the small bore mod. and Form. race when he retired the FII Cooper without any water.

Gene Schlimmer ran out of gas a few laps after the start in FIII Norton, had trouble re-starting and then broke his chain. With 2 laps to go and everything in order, he returned to the course for a finish.

Sun. was anything but a good day for Billy Krause. When they fired up the Mercedes-Corv. for practice, the throttle stuck and high revs pulled a rocker stud loose. A quick trip to town and a welding job that didn't hold was next. They finally drilled and pinned it and he was ready to go.

After a real hairy go which included Drake & Krause driving the tight up & down hill sections side by side at record lap time. Billy lost the tread off his left rear tire while trying to close a 5 second lead Drake had achieved. The tire blew on the 12th lap putting Billy off on turn 2.

A writer for a downtown paper, who evidently saw nothing but the finish sheet, made the disinterested comment that the "anticipated duel" between Krause & Drake "failed to materialize." One thing can be said with emphasis—the Willow Springs races were two solid days of the hottest competition seen anywhere in a long, long time.

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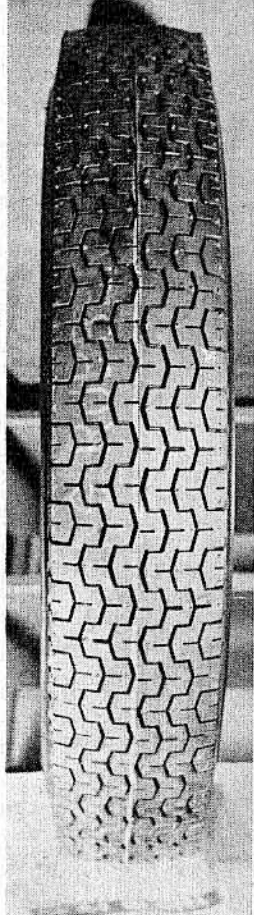
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SLIGHTLY MODIFIED

By W. R. C. Shedenhelm



GEE, WITH ALL the new sports car club officers in office, and all the old ones out, it's just like it used to be in the good old days when everyone owned a TC and fought like wildcats.

The good old days, in a matter of strict definition, didn't last any longer than it took for the second gentleman to get a TC or a Jag or an HRG. That's when the cam hit the fan. "I can't outdrive him, so I'll outproduction him." Even today, when they are fairly strict (keep a straight face there, now) it can cost around one big fat G-type federal love note merely to get a showroom sports car up to production specs. If you want a chance to win, that is.

Man Overboard

Now, a driver doesn't like to file a protest, even if he has the necessary \$25 (Amer.), as this makes him seem a bit of a spoil sport, even if he knows full well that the MG TD that always beats him is bored to 2-liters or the Sprite is running at 1100cc with a hot cam. But, let's face it, it still takes money, even to cheat. This is a defeatist attitude, we suppose, as one should not race without sufficient money. But, still, it's hard to beat the same model car which you have if a guy has two engines for it, one set up for SCCA

and the other for CSCC rules, torn down and rebuilt after each race. It's hard enough to beat your buddy-buddy who is just 50-thou over and running Pontiac valves.

Pure Sprite

Now, we don't claim for a moment that the Scutleria Shedenhelm Sprite is completely stock. We're running All State sparking plugs, we have a Pep Boys cigarette lighter and we've lightened the car by removing the optional windshield washer which is not optional. We do have most of the original parts, but this is only because the dealer, distributor and factory refuse to pay any attention to the guarantee or warranty.

We'd like to change, really we would.

Space Frame-Up

We have tended to be a little exaggerative in calling our red-hot sporty car a "semi GP Sprite." Even with a tankful of Gilmore Special it isn't quite that hot. Nevertheless, many people now refer to it as the "Bird Cage Sprite." This is mostly because it looks like the bottom of a dirty bird cage.

But, talk about power, well, there just ain't no stopping it. Up through the gears, rickety-tic, peak out in 2nd, slap it into 3rd, stomp the throttle right into the floorboards, I tell you, and away you go like a scalded tree sloth. Hit the red line, flip her into 4th, smooth as shoving a red-hot owl in a wildcat's Aston Martin and you can out-accelerate any ruddy Ferrari ever built, as long as he's parked, with the key lost in the toolies.

LET ME OUT!

Another 30 million more drivers will be on the nation's streets and highways in the next 15 years. —U. S. Government forecasters.



DR. GEORGE SNIVELY, popular Sacramento driver who has long pushed the safety factor in sports car racing, has figured in a national SCCA award. He and Dr. Clinton Chichester, both of the SF region, were cited for the best 1959 technical article in SPORTS CAR — "Studies in Head Protection."

RENAULT HOLDS LEAD OVER VOLKSWAGEN

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	Calif	No.	So.
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2 Volkswagen	15558	7232	8326
3 Hillman	7568	2502	5066
4 Fiat	7076	2502	4574
5 Volvo	5536	2311	3225
6 Austin-Healey	5302	2001	3301
7 Simca	5087	2018	3069
8 Triumph	4993	1812	3181
9 M. G.	4704	1429	3275
10 Opel	4550	1474	3076
11 English Fords	4127	2041	2086
12 Morris	3029	1248	1781
13 Peugeot	2494	1004	1490
14 Borgward	1984	831	1153
15 Metropolitan	1915	606	1309
16 Mercedes Benz	1590	466	1124
17 Vauxhall	1493	492	1001
18 Taurus	1428	565	863
19 N. S. U.	1413	143	1270
20 Jaguar	1017	393	624
21 B. M. W.	981	125	856
22 Austin	919	272	647
23 Porsche	674	276	398
24 Toyota	590	322	268
25 Citroen	554	159	395
26 Goliath	538	391	147
27 Alfa-Romeo	464	171	293
28 D. K. W.	437	129	308
29 Sunbeam	399	159	240
30 Singer	392	73	319
31 Lloyd	366	130	236
32 Datsun	315	176	139
33 Skoda	202	75	127
34 Wartburg	164	52	112
35 Lancia	145	54	91
36 Gogomobile	136	58	78
37 Riley	97	95	2
38 Rolls Royce	77	26	51
39 Berkeley	73	17	56
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(Courtesy Motor Registration News of Calif., Oakland 6, Calif.)

MOSS WINNER IN HAVANA

(Continued from Page 1)

Porsche RSK; 9. George Constantine, Cooper-Maserati; 10. Francisco Godia, OSCA.

The consensus was that the races were poorly run and that there was no crowd control. Additionally, Harry Schell said he was lodging a protest with FIA because the race over the 3.1-mi. airport course was shortened from 65 to 50 laps.

There was trouble also after the formula junior race. Charging that Peter Carpenter, Florida driver, tried to cut him off all through the race, Giacomo Russo, of Italy, attempted to attack the American after the race. Security guards re-

strained the enraged Italian.

The last big Cuba race two years ago ended tragically in the death of several spectators. Newsmen said it was a miracle there were no tragic results here today.

Moss, considered the shrewdest businessman in racing (aided by his manager, Ken Gregory), won \$2500, and collected another \$8000 in appearance money and expenses. It was reported \$22,000 was up.

Australian Jack Brabham, '59 world's F1 driving champion, went out on the 19th lap when his Cooper Monaco developed coil trouble. Less than half of the 37-car field finished.

Economy Car News

(Continued from Page 2)

ing to David Scott, correspondent for "THE MOTOR," the rear-mounted engine powering the new Russian small car is known in the West as the "Volksfiatovitch," because of its blending of VW and Fiat 600 features. Scott says a sectional drawing of the engine shows it to be a virtual replica of the VW power plant, although of smaller dimensions and swept volume.

Ford's new Comet, to be on sale at Lincoln-Mercury showrooms in So. Calif. Mar. 17, starts a new "in-between" car class. The new car, an overgrown Falcon, has the same passenger compartment as does the latter.

About 25 percent of American cars being sold in 1960 are economy cars. Indications are that it's not the foreign imports that will be hurt by the compacts, but the standard American marques; though no one yet is predicting the probable disappearance of the familiar Chevy, Ford, Plymouth, etc., marques within the next few years.

With it becoming more of a market for buyers there is hope for real economy American cars in 1961. Ford is already known to be working on a four-cylinder car, and Pontiac is said to be planning a four cylinder.

These will be the first four-cylinder cars since the Aero Willys and the Henry J, both of which halted production in 1953. The four-cylinder motor was alleged to have become obsolete because Americans demanded greater power and smoother engine operation.

No holds are going to be barred in competition between brands of compacts. A booklet put out by Studebaker, "An Analytical Comparison of the U.S. Compact Cars," attempts to show, feature by feature, the superiority of the Lark over the other compacts. It even includes pictures of such things as the Corvair's "inadequate trunk."

A little as yet known advantage of owning a compact or small car is that your insurance should cost less. A 10 per cent discount on automobile insurance premiums will be granted to owners of such cars as the Rambler, Valiant, Corvair, Falcon, Lark, and many models of Fiat, Ford of England, Hillman, Opel, Renault, Simca, Triumph, Vauxhall, etc.

The discount was granted as of March 1 by some 400 insurance companies affiliated with the National Bureau of Casualty Underwriters and the National Automobile Underwriters Association.

Sports cars are not included! Do you want to buy a new Italian Lancia while touring Europe this summer? If so, consult Hoffman Motors, the national distributor in advance. The company will arrange here for you to buy the car there and, after you're through with it on the continent, arrange for its shipment to the U.S.A. You pay European prices and will save approximately \$1,000 - they say.

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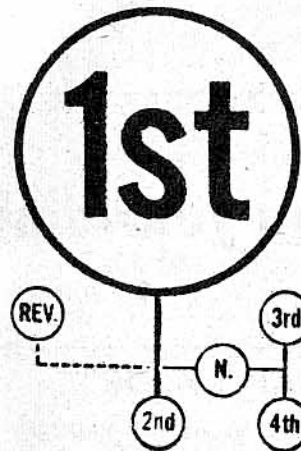
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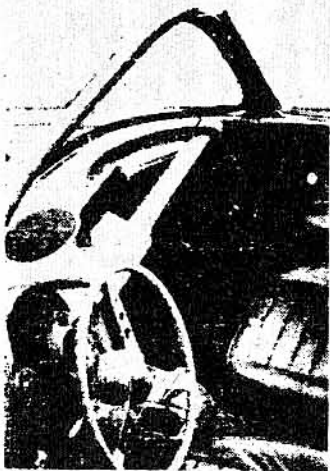
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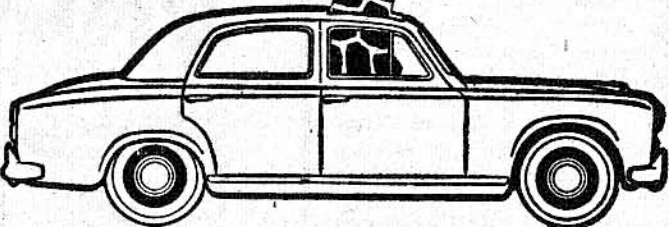
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Rally Sparks

BY DUANE SPARKS

Well, what can you say about the late lamented DON DIEGO X? Slated to be among the best of a long line of "DONS", this 10th edition fulfilled its expectations in all but a few vital areas, but these shortcomings were enough to make the whole event fall flat on its face, with the result that the sponsoring club itself requested that the rally be withdrawn from championship status.

Rallymaster Bill Cryster laid out a fine, interesting course with well-planned and well-executed arrangements at the start and finish. Except for the flowery verbiage used in his 121 clues (described as instructions), which many times left a contestant's action subject to his own interpretation of said clues, and except for amazing miscalculations in scheduling set-up times for check point crews, he still had an event of top caliber.

The DON DIEGO X did call attention to a shortcoming of the SCCSCC rally code which will undoubtedly be corrected at the

March meeting. This is a requirement for a minimum number of check points on a championship event. Rally time is now set at a minimum of six hours, but a minimum of, say, six legs should be required in order to constitute an event of championship quality. This will preserve the practice of adopting at least one code revision after each championship event.

..... Wonder what the WHEEL BOUNCE will bring? Maybe a check-out committee? It certainly could have been a life-saver for the DON DIEGO. I'm sure that opinions expressed by an unbiased group would have been just what the older and wiser heads in the San Diego Sports Car Club (and there are several of the best) needed to force the preparation of instructions along a more orthodox line. Most of them expressed their disapproval individually but somehow failed to get together to force the issue.

RALLY CALENDAR, RESULTS

MARCH

- 13 - - - San Francisco SCC SKYLAND TOUR 4 hr. nav. Hillsdale Shopping Center in Mountain View 10 A.M. \$2.00 Bruce Lawrence R.M. Bunny Gallant PL 5-8760
- 13 - - - HUGHES EASCC MARCH LONG HARE RUN 9 A.M. \$2.00 Flagpole Florence & Teale Culver City 150 miles. Bring lunch. Roundmaster Bob McKee TH 2-3644
- 20 - - - PACIFIC SCC RALLYE DE WHEEL BOUNCE VII, SCCSCC Championship rally for March 7A.M. Flagg's 15145 Pac Coast Hwy Santa Monica. 250 miles nav. 26 trophies & dash plaques. \$6.00 Bill Johnson R.M. Muriel Scholl FR 4-8302
- 25-27 - - HARBOR SCC REUNION LAS VEGAS RALLY IV an SCCSCC open navigational event Coffee Dan's West Covina 9:30 P.M. to Stardust Hotel Las Vegas \$10 for rally plaques & breakfast or \$29.50 including lodging thru Sat. nite Bill Layton & Rolf Donahower co-R.M.s Betty Ross HI 7-9710
- 26-27 - - SCCA National Championship Rally. The Texas Rally
- 27 - - - LOCKHEED SCC SCOTSMAN'S RUN II Economy run 4 1/2 hrs. 160 mile on ten-mile basis. Call Hugh Priddy CI 4-6220 \$2.50 9 A.M. Riverside & Cahuenga.

APRIL

- 1 - - - MG OWNERS OF S.C. SEARCH I nav. rally. with gimmicks 8 P.M. 3969 Lankershim 3 hrs. \$2.50 Ernie Healy AX 1-0974
- 2-3 - - TRI-ANGLES SCC RALLYE DE BOONDOCKS IV NCSCC Championship nav. event 12 hrs. 300 miles Starts in Palo Alto, finish near San Jose 7 P.M. \$4.00 Bob Cook R.M. 2485 Talip Road San Jose Qualified event for Calif. Champ. points.
- 3 - - - ORANGE COUNTY SCC CORRIDA DE LOS CARROS IV SCCSCC Championship Gymkhana Orangefair Shopping Center Spadra Rd. & Orangethorpe Fullerton 9 A.M. \$3.00
- 7-9 - - GENEVA RALLY (Europe)
- 9-10 - - SCCA National championship rally. JERSEY \$500
- 10 - - - ASTRO SCC APLAS RALLY II SCCSCC open event. 7A.M. Convair Astro parking lot on Hwy #395 San Diego 7 hrs. nav. 200 miles \$5.00 Bill Rector R.M. 4564 40th San Diego 16

VARIOUS RALLY RESULTS

SAN DIEGO SCC DON DIEGO X FEBRUARY 21, 1960 BILL CRYTSEY R. M. 232 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	George Salamone	Paul Burke		Volvo	:08
2.	Don Hall	Gordon Gracy		TR-3	:19
3.	Elmer Callen	Peggy Callen	TROC	Porsche	:23
4.	Bill Chester	Elisabeth Chester	R M	Alfa	:30
5.	Adrienne Ryan	John Ryan	Tri-Angles	Porsche	:34
6.	Betty Sweet	Bob Sweet	HEASCC	Alfa	:36
7.	Russ Smith	Ruth Smith	NRSCC	MG A	2:11
8.	Hal Knopp	Helen Longstaff	NRSCC	VW Ghia	2:12
9.	- - - Dodge	Sue Dodge	SCCA	A H	2:22
10.	Jim Traugher	Frank Herman	R M	TR 3	2:27
11.	Barbara Borden	Bob Borden	MBCA	190 SL	2:41
12.	Bill Doyle	Marge Moyer	C.A.R.	A-H	3:08
13.	Ted Sparks	Jack Sparks	C.A.R.	Sprite	3:18
14.	L. H. Anderson	Fay Anderson	So. Bay	A-H	4:31
15.	Mike Goodwin	Bob Faust	C.A.R.	Chev.	5:40

HUGHES EASCC RALLYE ROUND YE OLDE FLAGPOLE FEB 27 KEN STANER R. M. 31 CARS

POS.	DRIVER	NAVIGATOR	CLUB	AMS.	MILEAGE
1.	Sparks	Pfeffer	PSCC	18	47.7
2.	Kuhn	Kuhn	VWOC	18	50.5
3.	Milstead	Mitchell	NSCC	17	41.9
4.	Early	Talbert		17	43.2
5.	Burdick	Burdick		17	50.7

AUSTIN HEALEY OWNERS ROAMIN' HOLIDAY FEB 28 WALT HILL R. M. 27 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	J. Givens	M. Givens	AHOC	A-H	5.37
2.	E. Kacy	B. Kelfe	Corv. P.	Corvette	6.16
3.	F. Taylor	E. Nelson	AHOC	Sprite	8.29
4.	R. Cline	B. Cline		A-H	11.91
5.	W. Guenther	J. Lazareich		VW	14.54

SWAP!

I have a wonderful old 5x7 Press Graflex camera (f4.5) with 6x8 Tessar lens. Stupendous for portrait and landscape photography.—Do you have a Leica, Canon or Nikon that you would like to swap?

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SHORT TAKES

Tucson Municipal Airport course recently was the scene of a drivers' school-time trials staged by the Arizona Border region of SCCA in conjunction with the Arizona region. A potent field headed by three Ferraris and a Lister Corvette competed.

Fastest time for three laps around the tricky, nine-turn, 1.8-mi. course was 3:55.2, posted by Dr. Alex Budurin in a Ferrari Testa Rossa. Second with 3:57.4 was Jim Connors in the Lister Corvette, third Frank Townsend at 4:05.4 in the Pontiac-powered Townsend Special and fourth Tracy Bird in the Maserati 'Monza' (Maserati?? Ferrari??). Fifth at 4:18.6 and first in production was Dr. Bill Rogers. Porsche Carrera. Production classes C, D and E best time was scored by Ray Barlow, Austin-Healey. Lionel Frailey, Electron Minor, won the small production class.

Highpoint of the day was a special three lap "exhibition" by Budurin, Bird and Connors. The Lister leaped into an initial lead but was soon overtaken by the Testa Rossa, which won handily, followed by Bird's "Italian Hot Rod".

Hot machinery, a sunny, typically Tucson day and an enthusiastic group of experienced and novice drivers resulted in a highly successful "Club" event.

★ ★

Pat Moss and Ann Wisdom, who won the Coupes des Dames in the 1960 Monte Carlo Rally in an Austin A40, established an all-time record. The girls were repeating their triumph of the preceding year. This is the first time that the same crew driving the same type of car has won the women's award in consecutive years.

★ ★ ★

Los Angeles Harbor continued to lead all other West Coast ports in importation of foreign automobiles in 1959. Last year's auto imports reached 68,462, or 64 per cent more than the 41,502 foreign cars imported in 1958. Fifty models were represented, led by Volkswagen, Renault, Fiat, Volvo and Hillman in that order.

★ ★ ★

Newest idea on how to solve smog problem — Joseph J. Alvin was to demonstrate a solar-powered car, which he has invented, for the Los Angeles County Board of Supervisors March 3. The car, according to the inventor, gets its power from a battery operated by rays from the sun, and thus doesn't contribute hydrocarbons into the atmosphere.

★ ★ ★

A new method for spotting the "problem driver" in advance will be demonstrated at the 7th annual Western Safety Congress and Exhibits at the Ambassador Hotel. The psychologist doing the demonstration April 12 will be Frederick L. McGuire, Ph.D.

★ ★ ★

Dan Gurney, Riverside, Calif., is one of six leading American sports car race drivers recently elected to membership in the US Road Racing Drivers Club.

The others are: George Constantine, Bob Grossman, Ed Martin, Augie Pabst, and Don Sessler.

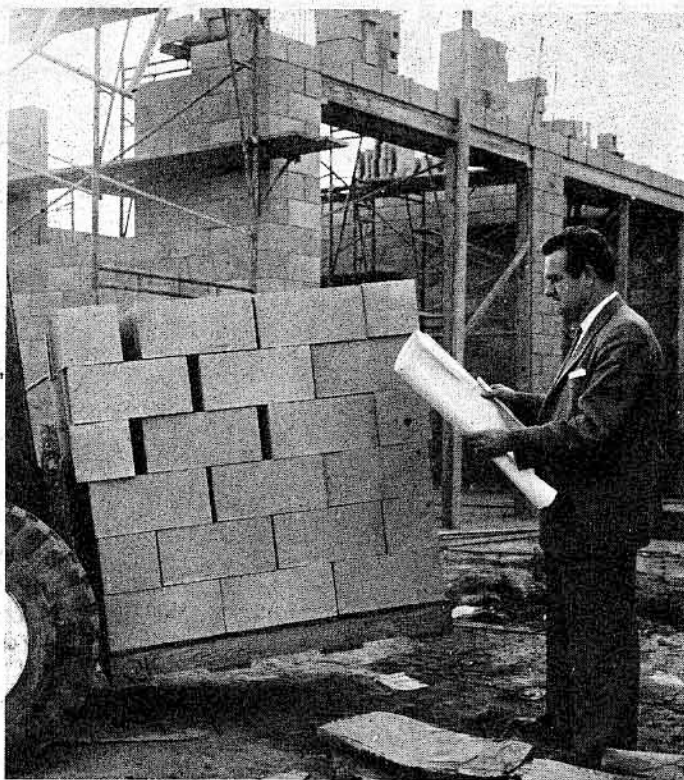
Walt Hansgen, Westfield, N. J., leading U. S. Lister-Jaguar driver, was elected president for a third term. Other officers are: vice president, Dick Thompson, secretary, Harry Cushing, and treasurer, Jack Meyer.

Membership committee appointees are Dick Thompson, chairman; Pete Lovely, J.M.R. Lyeth, F. W. Proctor, Jr.

George Rand, Oyster Bay, N. Y., was named head of the special RRDC race observers corps which keeps an eye on driving techniques at major US races.

HOT AFRICANS

Anger over tax rates impels native mobs in Uganda, Africa, to beat three chiefs to death. — New York Daily News.



CARL GARDNER, the Gardner-Reynolds Dunlop tire chieftain, studies plans of his now-completed new building facilities on east Olympic Blvd., LA. The popular tire man, whose equipment has been at every Southland sports car race for the past five years, has added new electronic facilities for wheel alignment, brake and other types of automotive work. (MOTORACING photo by Jason Tenweather).

Pickering and Snyder to Drive New Elva Cars

Two of the most widely-known and successful race drivers in So. Calif. — Ray Pickering and Art Snyder — are now tied in with Dick Rydel at Autosport, Inc., 350 No. Pacific Coast Hwy., Redondo Beach.

They announce Autosport has become the West Coast home of Elva Cars, Ltd., and that dealerships are available.

Pickering is due to drive the Elva Courier, a 1589cc class F production car capable of better than 100mph, while Snyder will pilot the Elva Mk V, a stage III 1097cc class G modified car with a Coventry-Climax engine.

The expanded Redondo shop also handles Formula Juniors, and offers a complete imported car service, speed tuning, race modifications, parts and accessories, rally equipment, Pirelli tires and books and manuals.

Cadrobby Buys Zedelmayer's Culver Service

Well-known Porsche mechanic Erhard Zedelmayer leaves this month with his wife and child for a visit with relatives and friends in Germany.

He announces he has hold his thriving Porsche-Volkswagen Service, 10429 W. Washington Blvd., Culver City, to the well known ex-Porsche race driver, Al Cadrobby. Cadrobby, who successfully drove a GT Porsche coupe in 1957, has had four years' experience working on VW and Porsche and formerly was with Michelmores Motors in Reseda.

BIGGEST EATERS

Residents of Ireland rate as the world's biggest eaters, having a daily per capita calorie intake of 3,510. Americans rate sixth (behind Denmark, New Zealand, Switzerland, Australia) with a per capita calorie intake of 3,100 daily.

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1952 SIATA GRAN SPORT 1400cc. Fiat engine. 100 mph. carb. Fast and fun. In good condition. Excellent. McAfee Engineering, 8363 Sunset Blvd., Hollywood.

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VALVE CLATTER

BY JIM BELL

Service Manager
Crenshaw Sports Cars

After the build up Gus gave me in a recent issue it would seem it's time to "put up or shut up." Well, anyway, here goes.

Tech tips, tuning hints, shop talk, or just plain preamble into automobile tuning that appear in print have always left me with a weird "So what?" feeling. They reach two extremes. They are too brief to be helpful, or too extreme to offer the average man anything more than a few minutes of eyeballing from one side of the paper to the other.

Write A Letter

What I'll try to do is concentrate on those things the average sports car owner can sink his teeth into and that with a minimum of effort

he can try himself. I'll refer to a specific car by name, and go on from there. If you want more, or something not mentioned, write me an outside letter and I'll try to supply your needs.

In connection with the column, I'll add that I have been wrong before, and I'll be wrong again; so if I goof, I'll backtrack and correct the error. (This occurs quite frequently when parts numbers are mentioned, as well as certain settings which when originally obtained may vary.)

New Products

From time to time new products will be mentioned. If I have tried them, and they are good, I'll probably crow about them (payola, you know). If they are lousy, I'll say so (payola or not).

See you next issue.

Letters to the Editor

(Continued From Page 2)

A CHEER FOR SEBRING

This is written relative to the articles and letters which appeared in *Motoracing* in January blasting the town of Sebring, the Sebring 12-hour endurance race, and Alec Ulmann.

As a member of SCCA, Finger Lakes region, and one devoted to sports car racing, it is my desire to come to the defense of the Sebring 12-hour, and all concerned with the promotion of this grand event.

It was my good fortune to be in attendance at last year's race as a representative of our SCCA Newsletter, and to produce a movie of the race for showing to the various clubs in our region.

I found the State of Florida glorious indeed, the town of Sebring quiet and relaxed, the citizens friendly and cooperative, the race exciting and glamorous. Those associated with the Florida Racing Club, re: Reginald Smith, Don O'Reilly, and their assistants were most cooperative.

We found Mr. Ulmann a very fascinating gentleman, a man with a deep love of sports car racing, a man who had foresight and who must have gambled a considerable sum to organize and promote the Sebring 12-Hour. He gets my personal thanks for affording me the opportunity to see the world's greatest drivers and cars in action. The sport, to continue to succeed, must have men like Mr. Ulmann, Bill France, Briggs Cunningham, Lance Reventlow.

The easiest thing in the world to do is to criticize the other guy. Personally I feel your criticism of Sebring most unfair.

My plans are complete to be in attendance again this year.

Hope to see you there, and trust you will publish this letter in *Motoracing* in the very near future.

JOHN J. COSTELLO

Rochester 11, N. Y.

Editor's Note - Mail has been 10 to 1 in favor of *MOTORACING'S* drive to "get out of Sebring." Sorry, Mr. Costello, but what we said about Sebring, Ulmann, Florida, etc., goes DOUBLE IN SPADES!!

SEBRING RAT-HOLE

You are quite right in all you print about the nature of that Sebring rat-hole.

NAME WITHHELD

BY REQUEST

Ardmore, Pa.

"Let's go on with the fighting."
-PETE QUESADA.

MORE ON SEBRING

Re: your editorial relative to the races held in Sebring, Florida, in the Jan. 8-15 issue.

Why take issue with the good residents of the area and Florida in general? So they are sleepy with sub-zero hotels. . . what do you expect for a town of that size. . . first class joints like the Miami Beach? Sports car enthusiasts, especially from California, tend to be snobbish as hell and it's no wonder they harpooned the show. . . People here take about the same attitude too, so it isn't restricted to Florida.

GEORGE DRUM

Elmont, L.I., N.Y.

CONCOURS FANATIC

One request! Please include more coverage on concours - Time of event, and later the winners, in each class. All sports car people aren't interested in rallies, of which you give TOO MUCH SPACE. Let's Divide It Up A Little!

ART WILSON, Jr.

Canoga Park, Calif.

OUR GERMAN FANS

We like your Journal very much and have nearly all of your volumes bound in the library. But for Volume 4 we need numbers one and four. Please send them to us, so we can complete and bind this Volume 4. With best wishes for development of your journal.

COUNT H. C. SEHERR-THOSS
Adac-Verlagsgesellschaft M.B.H.

Munchen, Germany

Editor's Note - By the time you read this, your files should be complete.

DER BARON ACTIVE

When my subscription runs out please renew it for three years and bill me.

I am still racing my Porsche and I am trying to find a F-1 car for Skip Hudson.

DAN W. HERMAN

(DER BARON)

Sebastopol, Calif.

P.S. I am chief steward for SF, SCCA and RDC and will answer oil inquiries.

CALENDAR

13-NW SCCA races, Shelton, Wash.
19-20-National SCCA races, West Texas region Midland, Texas.
26-27 SF SCCA Races and Concours d'Elegance, Stockton, Calif.
26-12 hours of endurance (sports and ground touring), Sebring, Fla.

APRIL

2-Economy run to Minneapolis, start, L. A. Coliseum.
2-3-National SCCA Gulf Coast race, Pensacola, Fla.
2-3-Los Angeles Examiner Grand Prix, Riverside, Calif.
2-3-Central Illinois-Regional race.
2-3-Oklahoma-regional race.
8-9-Alamo-race, Carrera del Alamo 11 Honda.
9-10-USAC races, Vaca Valley, Calif.
10-Brussels Grand Prix.
9-10-South Jersey regional race, Vineland.
10-NW SCCA races, Shelton, Wash.
16-18-Circuit of Marseille (Fr.).
15-17-Washington, national race, Marlboro.
15-17 Central Florida, Venice race and drivers' school.
17-Sowega, Concours d'Elegance.
18-Pau Grand Prix (all categories).
19-Goodwood race meeting.
22-23-New England, regional race, Lime Rock.
23-24-Arkansas regional race.
23-24-SF SCCA-RDC races, Cotati Raceway, Cotati, Calif.
25-Syracuse Grand Prix.

DOWNY FIBERS

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